more surely when a rear-end collision occurs to the electric vehicle **10**. In addition, as shown in FIGS. **4** and **5**, the section **30***e* from the bent portion **30***c* to the rear end **30***b* of the brace **30** is inclined downward toward the rear end **30***b*. This also facilitates deformation of the brace **30** into the intended shape and pushes the spare tire **24** upward more surely when a rear-end collision occurs to the electric vehicle **10**. On the other hand, the section **30***d* from the front end **30***a* to the bent portion **30***c* of the brace **30** extends horizontally along the longitudinal direction, although not particularly limited.

[0039] As described above, the front end **30***a* of the brace **30** is located below the hub mounting portion **26** of the spare tire **24**. According to such a configuration, the brace **30**, when deformed upon a rear-end collision, pushes up a portion of the spare tire **24** located rearward of the hub mounting portion **26**. Due to this, the spare tire **24** is pushed upward while changing its posture, thus its frontward movement is more effectively suppressed. Further, the hub mounting portion **26** of the spare tire **24** is fixed to the front end **30***a* of the brace **30**. The spare tire **24** being fixed to the brace **30** facilitates prediction on how the spare tire **24** will behave in accordance with the deformation of the brace **30**.

[0040] In the electric vehicle **10** of the present embodiment, the brace **30** includes a tire contact surface **34** that contacts a side wall **28** of the spare tire **24** as shown in FIGS. **2**, **4**, and **5**. At least a part of the tire contact surface **34** is located rearward of the bent portion **30***c* and protrudes from an upper surface of the brace **30**. According to such a configuration, the brace **30** can stably support the spare tire **24** even on the section **30***e* inclined downward from the bent portion **30***c* toward the rear end **30***b*, regardless of the shape of the bent portion **30***c* (e.g., a bent angle thereof).

What is claimed is:

1. An electric vehicle, comprising:
- a body;
- a spare tire disposed in a rear portion of the body; and
- a brace fixed to the body, extending along a vehicle longitudinal direction, and supporting the spare tire from below,
- wherein
- the brace comprises a front end fixed to the body, a rear end fixed to the body at a position rearward of the front end, and a bent portion located between the front end and the rear end, and
- the bent portion of the brace is located above a straight line extending between the front end and the rear end of the brace.

2. The electric vehicle according to claim **1**, wherein
- the body comprises a rear floor panel located below the spare tire and a back panel located rearward of the spare tire, the rear floor panel comprising a rear end connected to the back panel,
- the front end of the brace is fixed to the rear floor panel, and
- the rear end of the brace is fixed to the back panel.

3. The electric vehicle according to claim **2**, wherein the rear floor panel comprises:
- a front area to which the front end of the brace is fixed; and
- a rear area extending between the front area and the back panel, the rear area being depressed downward relative to the front area.

4. The electric vehicle according to claim **1**, wherein the rear end of the brace is located below the front end of the brace.

5. The electric vehicle according to claim **1**, wherein a section of the brace from the bent portion to the rear end of the brace is inclined downward toward the rear end of the brace.

6. The electric vehicle according to claim **5**, wherein a section of the brace from the front end to the bent portion extends horizontally.

7. The electric vehicle according to claim **1**, wherein the front end of the brace is located below a hub mounting portion of the spare tire.

8. The electric vehicle according to claim **7**, wherein the hub mounting portion of the spare tire is removably fixed to the front end of the brace.

9. The electric vehicle according to claim **1**, wherein the brace comprises a contact surface that is in contact with a side wall of the spare tire.

10. The electric vehicle according to claim **9**, wherein at least a portion of the contact surface is located rearward of the bent portion and protrudes from an upper surface of the brace.

11. The electric vehicle according to claim **1**, further comprising a high voltage component located frontward of or below the spare tire.

12. The electric vehicle according to claim **11**, wherein the high voltage component comprises at least one selected from a group consisting of: a motor configured to drive one or more wheels and a power control unit electrically connected to the motor.

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